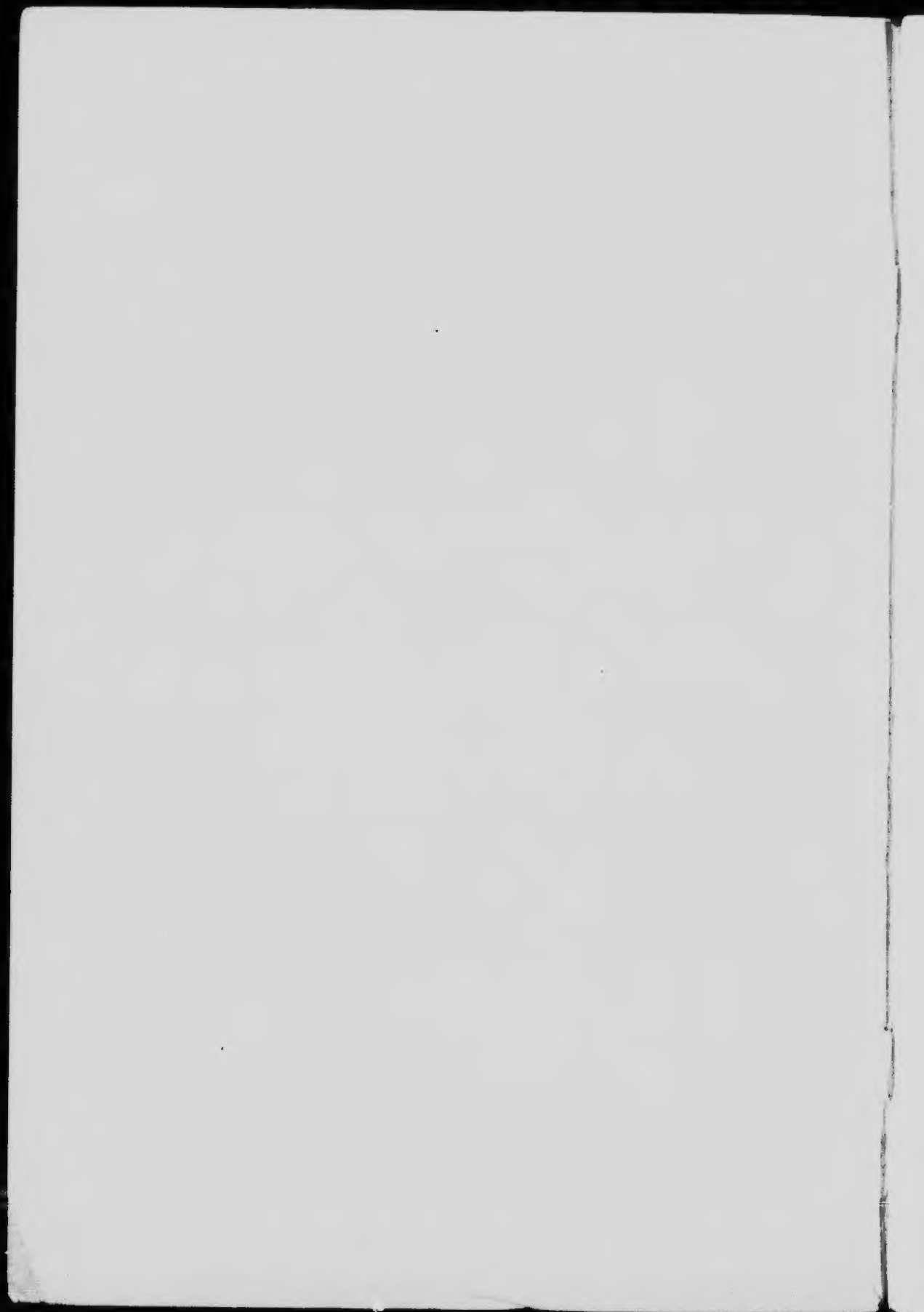
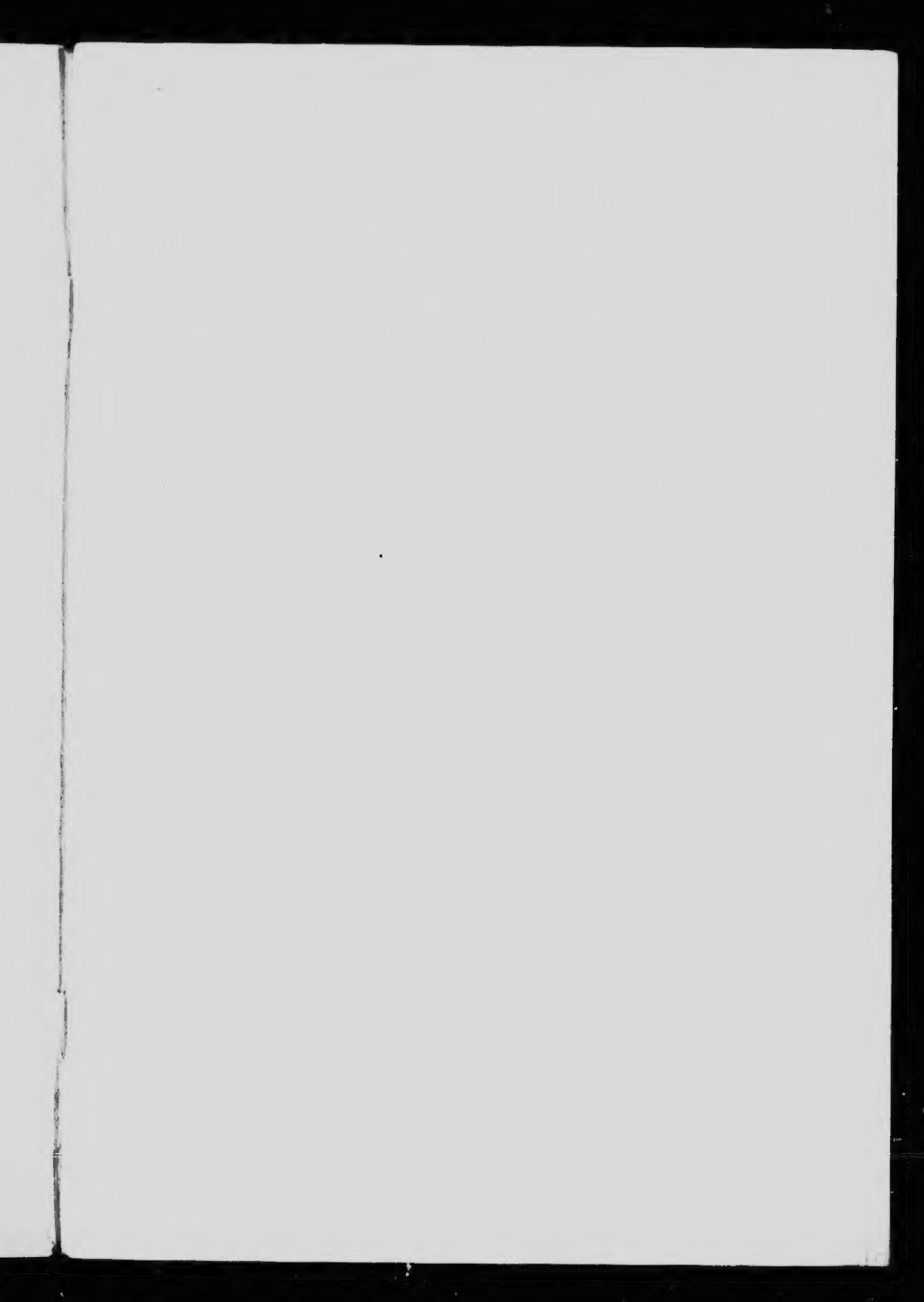


PRINCE RUPERT SECURITIES, LTD.

THERE is a tide in the affairs of men
Which, taken at the flood, leads on to fortune;
Omitted, all the voyage of their life,
Is bound in shallows and in miseries."

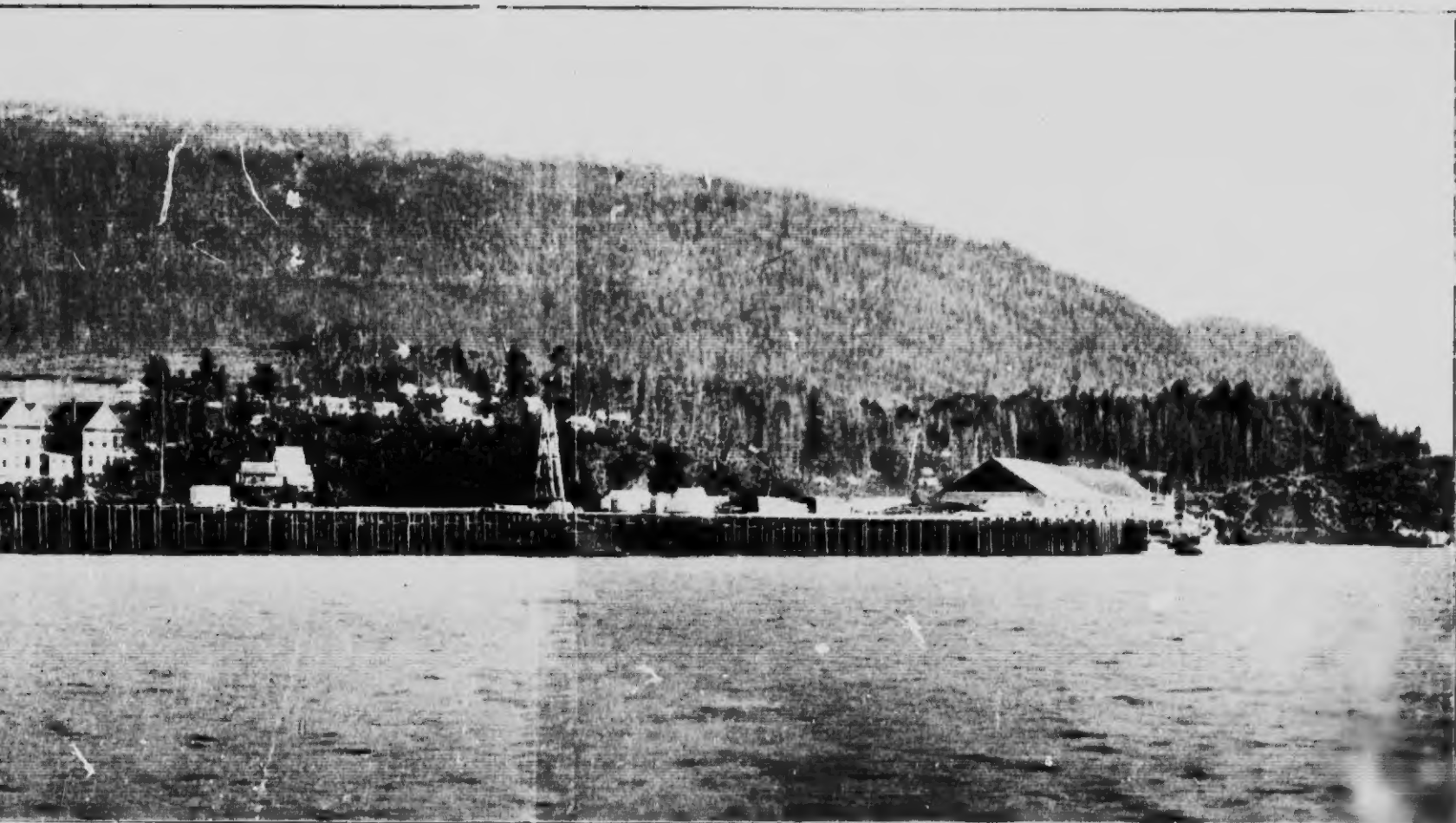
PRINCE RUPERT BRITISH COLUMBIA







PRINCE RUPERT, BRITISH CO



BRITISH COLUMBIA, APRIL, 1903



PRINCE RUPERT SECURITIES, LTD.

CAPITAL STOCK, \$250,000.00
DIVIDED INTO 25,000 SHARES
OF TEN DOLLARS EACH

OFFICERS AND DIRECTORS

PRESIDENT:

W. M. Law, Prince Rupert, B. C.

VICE-PRESIDENT:

F. C. Pillsbury, C. E., Massachusetts Highway Commission,
Boston, Mass.

SECRETARY:

Geo. R. Naden, M. P. P., Prince Rupert, B. C.

TREASURER:

Geo. W. Morrow, Prince Rupert, B. C.

DEPOSITORY:

Canadian Bank of Commerce.

SOLICITORS:

McPhillips & Heisterman, Victoria, B. C.

PRINCE RUPERT, BRITISH COLUMBIA

October 8th, 1908.

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1908

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A Sketch of Prince Rupert

AND ADJACENT TERRITORY



THIS pamphlet is published for the express purpose of drawing the attention of intending investors to the claims which PRINCE RUPERT, the Western Terminus of the Grand Trunk Pacific Railway Company, has on their consideration as possibly the best field on the Continent for the intelligent investment of spare capital.

Before describing PRINCE RUPERT it is necessary to give a very brief history of the Railway of which it will be the Western Terminus.

The Grand Trunk Pacific Railway Co. of Canada, which was incorporated by Act of Parliament, 1903, is under agreements with the Canadian Government for the construction and operation of a line of railway across Canada, from the Atlantic to the Pacific Ocean, wholly within Canadian territory, of an estimated mileage of main line of 3,600 miles; in addition to which there will be constructed several branch lines of considerable length and importance, including a line from the main line southerly to Fort William and Port Arthur on Lake Superior, for the purpose of reaching navigation on the Great Lakes; also from the main line southerly about 229 miles to North Bay or Gravenhurst, in the Province of Ontario, to make connection with the lines of the Grand Trunk Railway Co. of Canada; also from the main line southerly to Montreal. Branch lines are proposed as well to Brandon, Regina, Prince Albert and Calgary, and to Dawson in the Yukon Territory.

Of incalculable advantage and benefit to this new enterprise will be its connection with the Grand Trunk Railway of Canada, with its 4,800 miles of railway on which are

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situated all the cities and the principal towns in Eastern Canada, among the former being Windsor, London, Hamilton, Toronto, Montreal and Quebec. Not only are these advantages confined to Canada, but situated on this great railway system are also the large cities of Chicago, Detroit, Toledo, Buffalo and Portland in the United States.

From the Atlantic to the Pacific the railway will be the best on the continent so far as grades, curvature, etc., etc., are concerned, but of especial interest to us will be some facts and figures in connection with the route across the mountains from Edmonton, Alberta, to PRINCE RUPERT.

The Company have had a large staff of engineers in the field extending over a period of three years, and after making exhaustive surveys, have selected the route by the Yellow Head Pass, whereby a maximum gradient of only four-tenths of one per cent., or a rise of twenty-one feet in the mile has been obtained against eastbound traffic for the entire distance between Edmonton and the Coast, and but five-tenths of one per cent., or a rise of twenty-six feet in the mile has been obtained against westbound traffic, which can, perhaps, be better understood when it is borne in mind that this is no greater than the extremely low grades which have been obtained through the level country on the Prairie section. In crossing the Rocky Mountains but one summit is encountered, the maximum altitude of which is only 3,712 feet. These remarkable conditions exist in this northern locality on account of the fact that the ranges of mountains along the western portion of the American continent, which have their origin in Mexico, reach their maximum altitude in the region of the fortieth parallel of latitude, from which they gradually recede to the north.

No better illustration of these physical conditions could perhaps be given than a comparison of the summits and gradi-

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ents of the five existing American transcontinental railways with the Grand Trunk Pacific, which is as follows:

COMPARISON OF SUMMIT ELEVATIONS, MAXIMUM GRADIENTS AND TOTAL ELEVATION ASCENDED FOR VARIOUS TRANSCONTINENTAL RAILWAYS

Name of Railway	Highest Summits	Max. Gradient in feet per mile		Total Ascent in feet overcome	
		East-bound	West-bound	East-bound	West-bound
Grand Trunk Pacific: Western Div. Winnipeg to Pr. Rupert	1 Summit 3,712	21	26	6,990	6,890
Eastern Div. Winnipeg to Moncton..			31		
Canadian Pacific....	2 Summits 5,299 4,308	237	116	23,106	23,051
Great Northern....	3 Summits 5,202 4,146 3,375	116	116	15,987	15,305
Northern Pacific.....	3 Summits 5,569 5,532 2,849	116	116	17,830	17,137
Union Pacific System: Omaha to San Francisco....	3 Summits 8,247 7,017 5,631	116	105	18,575	17,552
Omaha to Portland....	5 Summits 8,247 6,953 3,537 3,936 4,204	106	116	18,171	17,171
Sante Fe System.....	6 Summits 7,510 7,453 6,987 7,132 2,575 3,819	175	185	34,003	34,506



Shawntian
Lake,
Source of
Prince
 Rupert's
Water Supply

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In order that the tremendous value of low grades in reducing operating expenses may be made apparent to those who are unfamiliar with railroading, the following case has been worked out. Given a ten-wheel standard locomotive, total weight of engine and tender being 276,000 lbs. with 127,000 lbs. on drivers, what is the greatest load this engine can pull slowly over the maximum grades mentioned in the above table?

This engine will have a tractive power of 31,750 lbs. under fair conditions; assume a tractive resistance of 6 lbs. per ton on the level. The results can best be shown in tabular form and are as follows:—

RAILWAY	Maximum Grade	Tractive Resistance in lbs. Per ton	Gross Capacity of engine in tons
Grand Trunk Pacific.....	0.6%	18	1764
Great Northern.....	2.2%	50	635
Northern Pacific.....	2.2%	50	635
Union Pacific.....	2.2%	50	635
Santa Fe.....	3.5%	76	418
Canadian Pacific.....	4.5%	96	331

That is, after deducting the weight of the engine and tender, 138 tons, this locomotive could haul slowly up the maximum grade of the Grand Trunk Pacific a train of thirty-six fully loaded freight cars of sixty thousand lbs. capacity taking the dead weight of a car at thirty thousand lbs. On the maximum grades of the Great Northern, Northern Pacific and Union Pacific, the same locomotive could haul eleven such cars; six over the Santa Fe, and only four over the 4.5% grade of the Canadian Pacific! It will not be necessary to dwell on these figures. They are facts and speak for themselves.

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The selection of the Pacific Coast Terminus of the railway was recognized at the outset to be one of the most important features of the whole project, and at the same time that the route through the Rocky Mountains was being selected, the Company's engineers were busy studying the different harbours along the North Pacific Coast. This work was prosecuted for several years, and all possible harbours were investigated, with the result that PRINCE RUPERT was selected.

In 1905 a grant of 10,000 acres of land on Kaien Island and vicinity was obtained by the Company from the Provincial Government, and, during the past year, an additional purchase of 14,000 acres of Indian Reserve was arranged. It is provided that $\frac{1}{4}$ of all the land reverts to the Province when the townsite is laid out, also $\frac{1}{4}$ of the waterfront.

The division of the waterfront has already been made, and it is assured that the public will always have free access to the waterfront and that the Railway Company cannot bring about similar conditions to those that exist at Vancouver, where it is very difficult, if possible, for a competing line of steamships to get wharfage facilities.

There has probably never been expended as much money, time and brains in the preliminary work of laying out a new city as has been spent at PRINCE RUPERT by the Dominion and Provincial Governments and the Railway Company. Work by the Company was commenced during the month of May, 1906, when the first party of engineers and mechanics arrived. Survey work and the building of wharves and office buildings was at once begun and has been continued up to this date. A complete and accurate topographical survey has been made of all lands upon Kaien Island which will be available for townsite purposes, and

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great care was taken to secure accurate results, as those in charge recognized how completely a proper scheme of laying out streets, etc., would depend upon this work.

The Dominion Government Hydrographic Survey has made a comprehensive survey of the harbour and the adjacent approaches thereto, and it has been found that the entire harbour, from the entrance to the extreme end of the upper harbour, a distance of fourteen miles, is free from rocks and of a depth to afford good anchorage everywhere.

The entrance is absolutely straight, 2000 feet wide in the narrowest part with a least depth of 36 feet at extreme low tide, and for a width of 1500 feet a least depth of 60 feet. The British survey ship "Egeria" has been engaged for three seasons, making a survey of the outer approaches to the harbour and reports a splendid entrance through Brown's passage.

On the townsite itself considerable work has been done aside from surveying. A wharf 1500 feet long with 26 feet of water at extreme low tide has been built; 2,000 acres of the townsite have been cleared ready for the laying out of streets and blocks, and this work is now in progress.

The services of Messrs. Brett and Hall of Boston, Massachusetts, one of the most expert firms of landscape architects in America, were secured by the Railway Company, the result being one of the most beautifully laid out cities in America.

At the present time permission cannot be obtained to start in business, or erect dwellings, those in control thinking it best that no more development should take place before the lots are sold.

A sketch of the great railway system of the Grand Trunk Pacific and of its Western Terminus would hardly



Prince Rupert
Harbour and
M.M.S. "Egeria"

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be complete without some reference to the territory which it traverses, particularly that portion of it lying on each side of the line through British Columbia.

The immense prairies from Winnipeg to the Rocky Mountains have been described so often and advertised so extensively that it is only necessary to draw attention to the fact that PRINCE RUPERT will be the seaport where the products of these great wheat fields can be delivered at a less cost than at any other point on the Pacific Coast.

The line of the railway from the Rocky Mountains westward follows the valleys of the Fraser, Nechaco, Bulkley and Skeena Rivers. It can safely be said that these four rivers, with their tributaries, drain a greater area of good agricultural lands than can be found in the rest of the Province. To these must be added the great valley of the Peace River, where it is reported several parties of surveyors have been put in the field by the Grand Trunk Pacific Railway Company, and which cannot help in the future being tributary to their system. In an article such as this it is impossible to do justice to the immense mineral resources of the territory, and mention can only be made of the alluvial deposits of gold in the Omineca Mining Division, the silver lead deposits in the Babine Range, where the discoverer and general manager of the greatest silver lead mine of the Province—the St. Eugene of Moyie—is now opening up what he is confident will surpass his former find.

In the valley of the Telkwa surface indications would warrant the statement that one of the greatest copper camps of the west will in a very few years be opened up there. The district drained by the Copper River has immense deposits of gold, silver and copper only awaiting transportation and capital to make it one of the great mineral regions of the continent. In the valleys of the Bulkley, Morrice and Telkwa

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Rivers over one hundred square miles of coal lands have been taken up and will undoubtedly in the near future be operated very extensively.

The mineral resources of the district cannot be passed without mention being made of the copper and coal deposits on Queen Charlotte Islands, and the copper, silver and gold found and now being developed on Observatory Inlet and Portland Canal. In addition to these the great placer fields of the Canadian Yukon will find in PRINCE RUPERT the wholesale centre where their supplies will be purchased and to which their gold will be shipped. It may safely be stated that the mineral resources alone of the district of which PRINCE RUPERT is the natural centre are enough to make a great city.

PRINCE RUPERT is destined to be the Gloucester of the Pacific Coast, for within a few miles of its beautiful harbour lie the greatest halibut banks in the world.

From these banks millions of pounds of this excellent fish are now taken and carried to Vancouver, B. C., and Seattle, Wash., a distance of six hundred miles, and from there shipped to eastern markets by the Canadian Pacific and Great Northern Railways. On the completion of the Grand Trunk Pacific Railway this industry, which is now in its infancy, will be one of the greatest in the world and give employment, not only to the Railway Company and its employees, but to hundreds of fishermen and labourers who will have their homes in PRINCE RUPERT. At the present time a company capitalized for \$400,000.00 is arranging to engage in this industry with headquarters at PRINCE RUPERT.

Twelve miles south of PRINCE RUPERT lies the Skeena River, one of the greatest salmon rivers of the world. The present season the pack is in the vicinity of 200,000 cases,

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the value of which exceeds one million dollars, which gives employment to at least five thousand people during the canning season. In this industry alone PRINCE RUPERT will have a feeder of vast importance.

In the past this business has largely gone to Vancouver and Victoria, six hundred miles distant, but on the completion of the Grand Trunk Pacific Railway this great industry will be largely handled through and from PRINCE RUPERT.

The canned salmon industry ranks among the leading industries of this country, but in the last few years cold storage plants have been installed with excellent results, and by the time the Grand Trunk Pacific Railway is completed refrigerators will hold and refrigerator cars will carry and deliver this, the king of fish foods, to the tables of the people of the United States and Canada, in the East as well as the West, and in fact the markets of the world.

Consider for a moment the importance of this one industry alone to a city.

A license has been granted to establish a whaling station within a few miles of PRINCE RUPERT which will be an important industry and feeder to our city, as it has been found that more whales abound and have been taken in the waters of the Coast of British Columbia during the time the whaling stations have been in operation than in any other waters in the world. In fact, during the winter months whales abound in the waters of PRINCE RUPERT Harbour; these, with all other fish industries, including cod, herring and oolachan, now only in their infancy, are capable of the greatest growth and advancement and will be a great factor, not only in the building up of this city, but as a source of lucrative employment to the fishermen, merchants, steam-

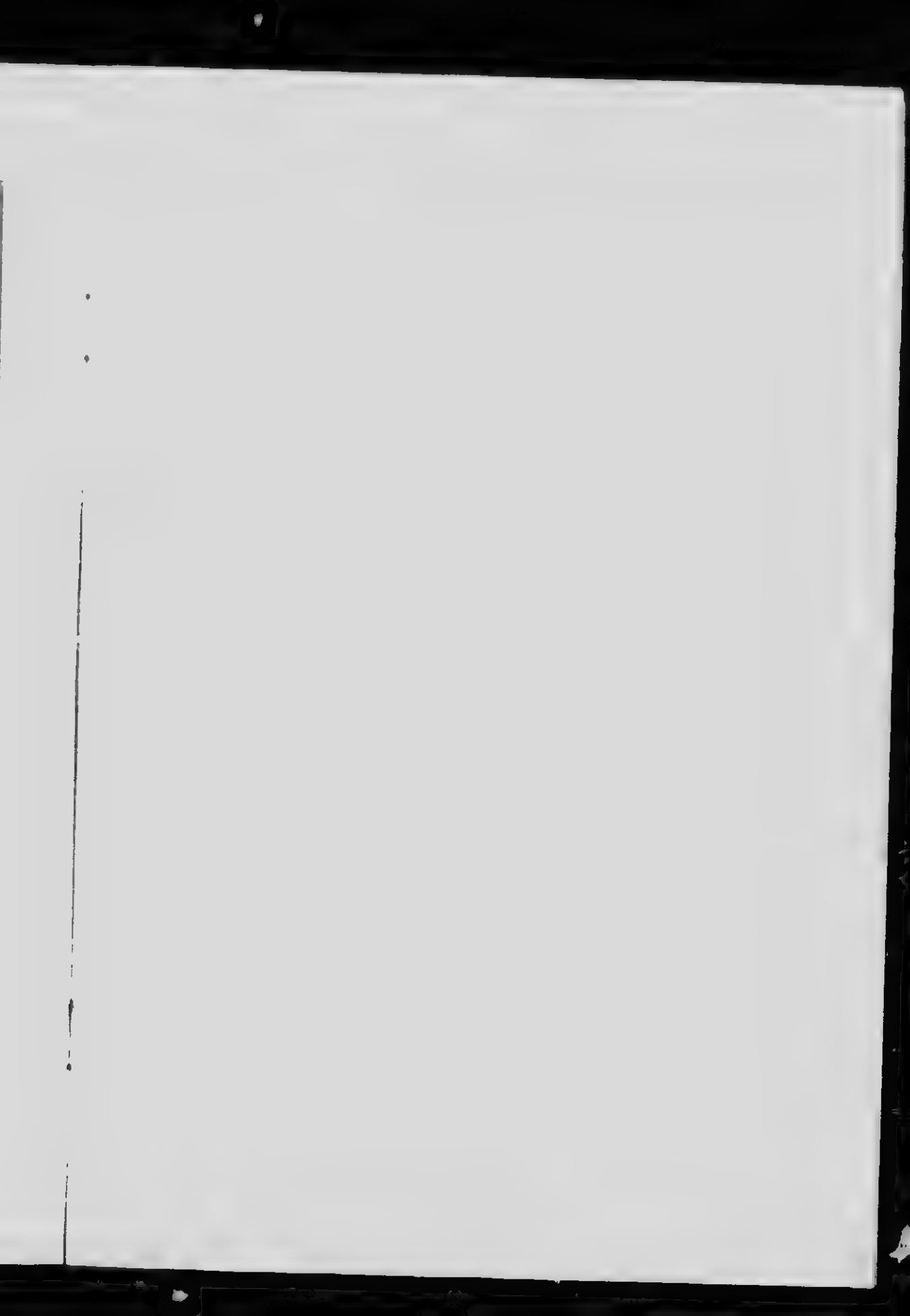
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boat owners, labourers and others, who will purchase, rent and have their homes in PRINCE RUPERT.

The values of these fisheries lying at the gateway of this, one of the finest harbours of the world, cannot be estimated, or words found to adequately express the possibilities of this industry.

The timber industry of this part of the country is also in its infancy, but, within a radius of one hundred miles, much good spruce, hemlock and cedar is to be found. As it is our desire to point out to you only absolute facts, we cannot say that the exporting of lumber to foreign markets will ever be a factor in the building up of this city, but enough of the finest quality of timber can be obtained to meet all demands for the local markets, and markets of the Canadian Northwest, for many years to come. At the present time a large steam saw-mill, costing \$200,000, located at PRINCE RUPERT, and a water power mill some few miles distant, are supplying the local markets at most reasonable prices. It is safe to say that the forests within this radius will produce timber enough to supply twenty-five mills with all the timber they can cut and market for the next 20 years.

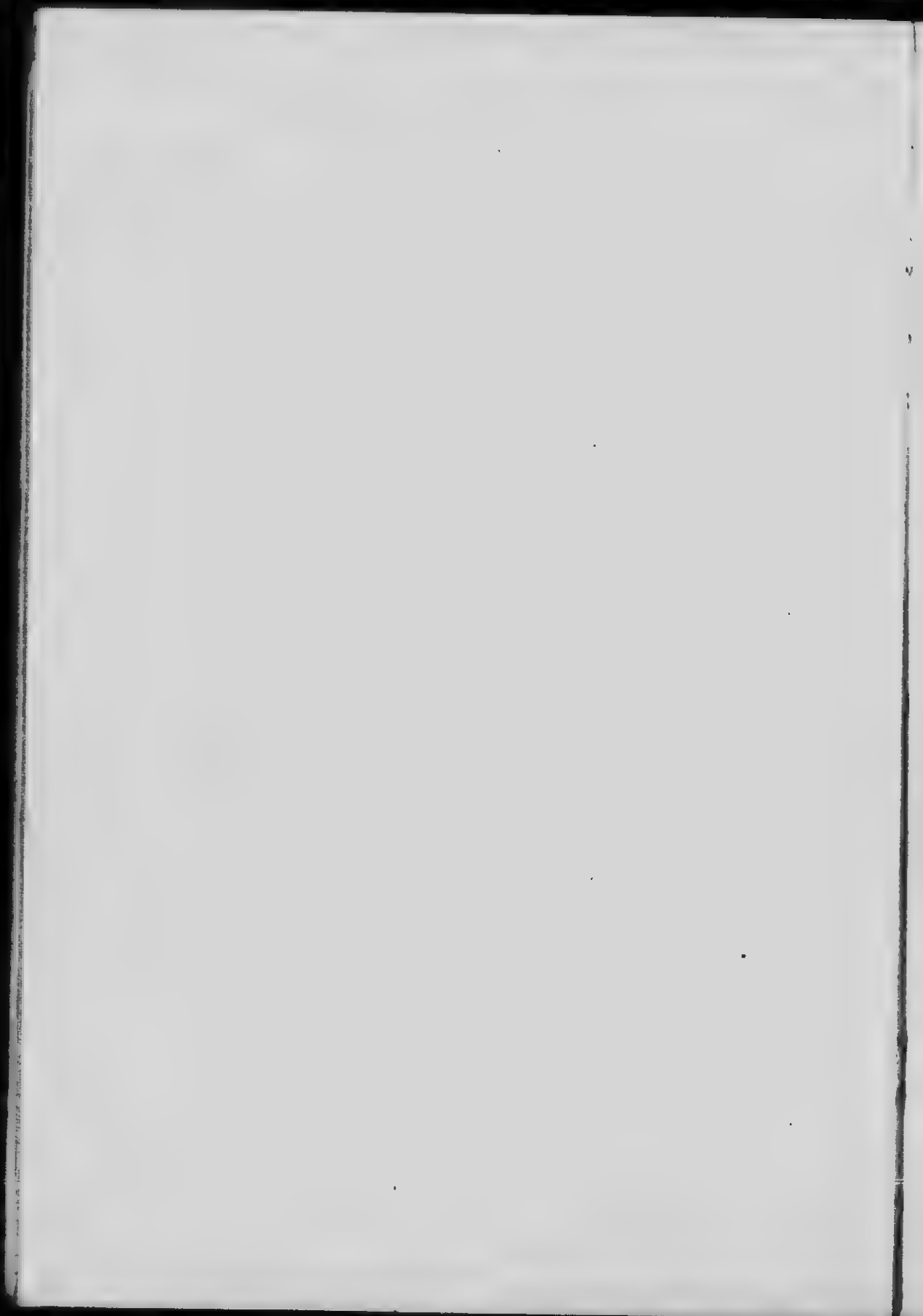
At Swanson Bay, about one hundred miles distant, a pulp plant, estimated to cost one million dollars, is partly completed. This industry will employ at least one thousand people, and the business arising, not only in the production, but in the transportation of its manufactures, will largely pass through PRINCE RUPERT. When you consider that these industries are now well under way and not a single lot has been sold, or offered for sale, in this city, you can readily understand the unique conditions that will not only arise but actually exist and which will assist in building a city of importance in the shortest possible time.





Prince Rupert
Waterfront Scene





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OBJECTS OF THE COMPANY.



HERE are thousands of people all over the world anxiously awaiting the putting of the townsite of PRINCE RUPERT on the market, and in numerous cases they have been withdrawing their money from other investments in order to invest in lots in this city. As it will undoubtedly take a goodly sum to buy business property, the object of this Company is to sell its stock to people of moderate means, who in this way, and in this way only, will be able to make investment and share in the profits which are sure to accrue to a strong and well managed investment company of this kind. We propose to deal in PRINCE RUPERT city property and lands adjacent, now owned by the British Columbia Government and the Grand Trunk Pacific Railway Company, to buy and sell real estate both for a permanent investment and on commission; build business blocks and homes, lease or build docks; do an insurance business, and in fact handle anything along these lines that may in the judgment of the Directors seem wise and for the benefit of the Company.

POSSIBILITIES OF THE COMPANY.



IN the preceding pages of this pamphlet you will read of the remarkable country tributary to PRINCE RUPERT, and of the possibilities of our young city. Owing to the thorough knowledge of the townsite which the Directors of the Company possess and the fact that the majority of them are and have been on the ground for so long a time, it will be possible for them, the minute the townsite is put on the market, to be able to select the most desirable lots and blocks.

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They already know the section of the townsite upon which it is proposed to locate the wholesale district, where the Government will build its principal docks, and have other information which it is impossible to put into this pamphlet. The very first thing the Directors intend to do will be to secure a lot or lots in the business centre, when the townsite is put on the market, and erect thereon immediately a suitable building in which will be located the home office of the Company, and the remainder of the building will be rented at a profitable figure to others, and it is expected our income will at once begin and that it will be only a few years before this building will have to give way to a modern structure of brick or granite.

Can you realize the value of this kind of property in a city of one or two hundred thousand people?

There is no reason why we cannot hold several of such pieces of property. Unless one is conversant with the development of the Pacific Coast, has seen its seaports grow, particularly Los Angeles, San Francisco, Portland, Seattle, Tacoma, Vancouver and Victoria, to say nothing of some of the smaller ones, such as San Diego, San Pedro, Astoria, Aberdeen, Everett and Bellingham, and has watched the commerce and shipping expand year by year, until the figures of each of the larger ones are simply astounding, can fully realize the possibilities and probabilities of our city, which has an empire in itself tributary to it. What were Los Angeles, Portland, Tacoma, Seattle and Vancouver twenty years ago, or even fifteen years ago? Some of them were hardly on the map.

Look at them to-day; each a splendid example of what energy, brains and money can and will do on this great coast of ours. Who can predict what PRINCE RUPERT will be in

PRINCE RUPERT SECURITIES, LTD.

the next fifteen or twenty years, or even in five or ten years? The only city in the world that ever started with an assured future; occupying the most unique position from the fact that at the present time, and until some set date, not one inch of its site or adjoining land will be owned, leased or optioned to any living person.

PRINCE RUPERT is owned jointly by two great corporations, the Grand Trunk Pacific Railway Company owning three-quarters and the British Columbia Government owning the other quarter, and it has the two Governments—the Dominion and the Provincial—guaranteeing to its people a square deal, with a promise that the railway company will not gobble up all the public utilities.

Its Northerly situation, together with its great harbour, being the outlet as it is for such a vast rich district, and the fact that the nearest jobbing centre is Vancouver—situated nearly six hundred miles to the south—all assure us a most remarkable jobbing district. Upon the completion of this road, goods from all eastern markets will be laid down as cheaply—and we think at less cost—in PRINCE RUPERT than at any other point on the Pacific Coast. Goods from the south will have the same rate here as to Vancouver or Victoria. Goods from the Orient can be laid down at PRINCE RUPERT at a less cost than at any of the cities to the south of us, since it is 423 miles nearer to Yokohama than Vancouver, the next most northerly port. All along the Coast of British Columbia from Vancouver north are located large industries such as logging, saw-milling, mining, fisheries, and so forth, which all use immense quantities of goods. Our jobbing territory will extend south for at least half the distance between here and Vancouver and Victoria. The north, including the great Canadian Yukon, will belong exclusively

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to us (already one jobbing firm of this city has made several shipments to Dawson), together with the great virgin country, of which we have before spoken, between here and Edmonton—a distance of 900 miles. The development and settlement of this latter district will in all probability in five years be farther advanced than has any other district of similar nature been in ten or fifteen years after the advent of a railway.

In close proximity we have the great American territory of Alaska, from which we will derive many benefits, and while it will be impossible for us to sell them goods in any volume on account of the customs duties, the quantity of goods which will be shipped through in bond from the east will be enormous. The passenger traffic will certainly assume great proportions, as the operators of Dawson, Nome and all points in Alaska will certainly travel to and from these places over the Grand Trunk Pacific via PRINCE RUPERT. When time is so valuable nowadays to the business man who can travel from PRINCE RUPERT to Montreal, Boston and New York in less time than from Vancouver or Seattle, why should he spend two days in travelling by water to either of the latter places?

To give some idea of the interest taken in PRINCE RUPERT and also of the confidence which the people have in its future, it will perhaps be advisable to give some facts in connection with the developments which have already taken place.

Nearly every line of business is represented and mention can only be made of a few of them.

A wholesale drygoods house has been built and doing business for some months; a weekly newspaper has been published for over a year. There are four or five grocery stores

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and several carrying stocks of general merchandise, two hardware, two gents' furnishings, one or two furniture and numerous fruit and cigar stores. A branch of the Canadian Bank of Commerce is open here. A whole sale and retail meat and provision store has been doing business for over a year. There are three large hotels with first-class accommodations, in addition to numerous lodging houses and restaurants.

The Provincial Government are making this their headquarters for the northern part of the province, and the buildings for its officers, court house and jail are well under way and will be ready for occupation before this appears in print. Tenders are now being called for the erection of a public school building, and school is at present being held in one of the churches, of which there are four.

There is at present a water supply at PRINCE RUPERT sufficient for three thousand people. The water is obtained from a mountain stream on Kaien Island which has sufficient flow for a population of ten or fifteen thousand. This can only be considered a temporary source, and the Provincial Government has wisely placed a reserve on the first three hundred inches (miners') of the Lake Shawatlan's flow. This is equivalent to about five million Imperial gallons in twenty-four hours, and would be sufficient for a population of one hundred thousand people. The Provincial Government has not been content to stop here, however, but has placed under a reserve the entire flow of McNicholls Creek, a stream emptying into PRINCE RUPERT Harbour from the mainland directly opposite the city, and which carries close to one thousand miners' inches, or sixteen million gallons per day. It can easily be seen from the above facts that PRINCE RUPERT will never want for a sufficient supply of water.

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The proprietors of the saw-mill on Kaien Island have an electric light plant in connection with their mill and supply the residents of PRINCE RUPERT with electric light at very reasonable rates. Outside of the investments of the Grand Trunk Pacific Railway Company and the Provincial Government, it may safely be stated that well on to half a million dollars have been invested by private individuals and corporations in buildings and stocks. In order to appreciate what this means, it must be borne in mind that this is, in spite of the fact that no one outside of the Railway Company and the Provincial Government has any title to the land on which the buildings have been placed and they are subject to removal at the request of the Railway Company or the Government.

It will, we think, be difficult for you, even after reading all these facts, to begin to realize all the possibilities of our Company; doing business on the ground floor of a city of such promise, managed by conservative business men of large experience, some of them holding public office. The commissions alone from the sale of real estate should realize a large income. If you will refer to the objects of the Company you will see that they are many and varied, but they all lead to the one thing, the making of money for the Company.

It is of course difficult for us to estimate what profits will accrue to the Company, but we feel confident in predicting that our shares will be worth many times their par value in a very few years, in addition to the reasonable assumption that all shareholders will receive good substantial annual dividends on their stock.

The Company has a capital of \$250,000 divided into 25,000 shares of \$10.00 each, of which 20,000 shares are in

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the Treasury, the remaining 5,000 shares have been allotted and issued to the Directors, William M. Law, F. C. Pillsbury, George R. Naden and George W. Morrow, in consideration of their services in and about the formation and promotion of the Company and in consideration of their agreement to act as Directors of the Company without remuneration for a period of three years from the date of the Company's Incorporation, if the shareholders continue them in office.

SALE OF STOCK.



THE stock will in all cases be sold at par, viz.: \$10.00 per share. The smallest number of shares which the Directors intend to sell to any one party will be five, an investment of fifty dollars; and the largest number which the Directors intend to sell to any one party will be two hundred, an investment of two thousand dollars.

The terms of the purchase of and payment for the stock are as follows:—

25% to accompany the application for stock;

25% in sixty days from date of application;

and the balance on call, no call to be made in less than sixty days from date of last payment and no call to exceed 25%.

The Directors are assured that the lots will be put on the market not later than the first of May, 1909, and it is quite possible a portion of them may be sold before the end of the present year.

The liability of the shareholders is limited to the amount unpaid on their shares, and when the shares are paid up there is no further liability.



Prince Rupert
Harbour and
Townsite from
Mount Mayes

PRINCE RUPERT SECURITIES, LTD.

REASONS WHY YOU SHOULD BUY OUR STOCK.



PR Company is incorporated under the laws of the Province of British Columbia, the best laws for the shareholders of any country. ¶ The Company is not buying out some established business and paying a fictitious price for it, but are starting out new.

The Directors are not to use the money in developing some mine or other pet scheme of some Director.

The Directors are business men of integrity who can refer to any bank or business house in the Province as to their standing.

The Directors are shareholders the same as other persons holding stock. As there is no preferred stock they will hold the same stock as you will have, consequently unless the stock pays and enhances in value, there will absolutely be no profit for the Directors.

There will be no salaries for the Directors as all are business men with other interests. They will appoint a manager, but will personally give a portion of their time to the affairs of the Company.

They will be Directors in fact as well as in name.

The Company will not be managed by any one man who, perchance, may in some cases use bad judgment. Every important transaction will be passed on by the Directors, thus insuring to the Company the best possible safeguards.

Business real estate in a terminal city is absolutely the safest investment in the world. Cities never retard after attaining a population from thirty to forty thousand, which the Directors confidently expect PRINCE RUPERT will reach in a very short time owing to the phenomenal conditions under

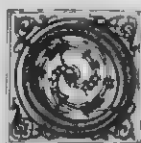
PRINCE RUPERT SECURITIES, LTD.

which it starts, and business property never decreases in value in such cities. This is an opportunity for you to get stock in a Company which will be in a most excellent position to take every advantage of the situation, an opportunity you will perhaps never have again, an opportunity to get in with a party of men who will use all their energy and ability to make a great success of the Company, a party of men who will absolutely give you a square deal.

Can you afford to overlook such an opportunity? This is a chance for you to make a large investment or a small one. Positively the only chance for a small investor as the cost alone of visiting PRINCE RUPERT is considerable and would make a great inroad into his funds.

Already promises of a large number of applications for stock have been made, both locally and from abroad. There are only twenty thousand shares in the treasury, and it is expected they will not last long. If you care to join us, do not delay, but send in your application at once for as many shares as you can possibly handle; here is your opportunity, will you embrace it?

WHO THE DIRECTORS ARE.



OUR PRESIDENT.—Mr. Law's career has been a business one; he has been in the Province twelve years, coming here from Portland, Oregon. The greater part of this time has been spent in Greenwood; he is one of the principals in the firm of the Russell-Law-Caulfield Company, Ltd., of Greenwood, one of the largest mercantile firms in the interior of British Columbia; he was for many years manager and is now one of the largest shareholders; was a member of the firm of Law-McQuaid Co., and W. S. Macey & Co., both of Phoenix, B. C., and Law & Munro of Midway, B. C. He holds large interests



Kaiaen Island Timber

PRINCE RUPERT SECURITIES, LTD.

in the Boundary District, and refers to the mercantile agencies, or any wholesale house in the Province of British Columbia as to his standing.

OUR VICE-PRESIDENT.—F. C. Pillsbury, C. E., is now and has been for many years connected with the Massachusetts Highway Commission, having charge of all the State highway work in the eastern part of the State; he is a civil engineer of large experience in municipal work and was early attracted by the possibilities of PRINCE RUPERT.

OUR SECRETARY.—Mr. Geo. R. Naden has been in the Province of British Columbia for the past eighteen years, and during that time has been prominent in the business and public life of the southern interior of the Province.

He has been Managing Director of the Bealey Investment & Trust Company, Ltd., with head office at Greenwood, for the past eleven years, and is now Managing Director of G. R. Naden Company, Ltd., at PRINCE RUPERT.

Mr. Naden spent the summers of 1906 and 1907 in the northern interior of the Province along the location line of the Grand Trunk Pacific Railway and is thoroughly conversant with a large part of the territory tributary to PRINCE RUPERT. He was for four years Mayor of the City of Greenwood, and upon vacating that office was elected Member of Parliament and now represents the constituency of Greenwood in the Legislature of the Province of British Columbia.

OUR TREASURER.—Mr. Geo. W. Morrow is Collector of Customs; has resided in the vicinity of PRINCE RUPERT for the last ten years; is a Director of the Kelly-Carruthers Company, Ltd., wholesale and retail merchants, PRINCE RUPERT, The Cassiar Packing Company, Ltd., Skeena River, and Manager of the firm of L. Morrow & Company, butchers and provision dealers.

PRINCE RUPERT SECURITIES, LTD.

For a number of years Mr. Morrow was in charge of the Indians of the Coast for the Dominion Government, and through him all negotiations were arranged between the Tschimpsean Indians and the Grand Trunk Pacific Railway for the surrender and purchase of 13,519 acres of the land on which the city of PRINCE RUPERT will be built and lands surrounding its harbour.

During the past year the Canadian Government transferred Mr. Morrow from the Department of Indian Affairs to the Customs Department as Collector of the Port.

Any further information will be cheerfully given by addressing the head office at PRINCE RUPERT, B. C. Make all bank drafts, express money orders or postoffice money orders payable to

PRINCE RUPERT SECURITIES, LIMITED

PRINCE RUPERT, B. C.



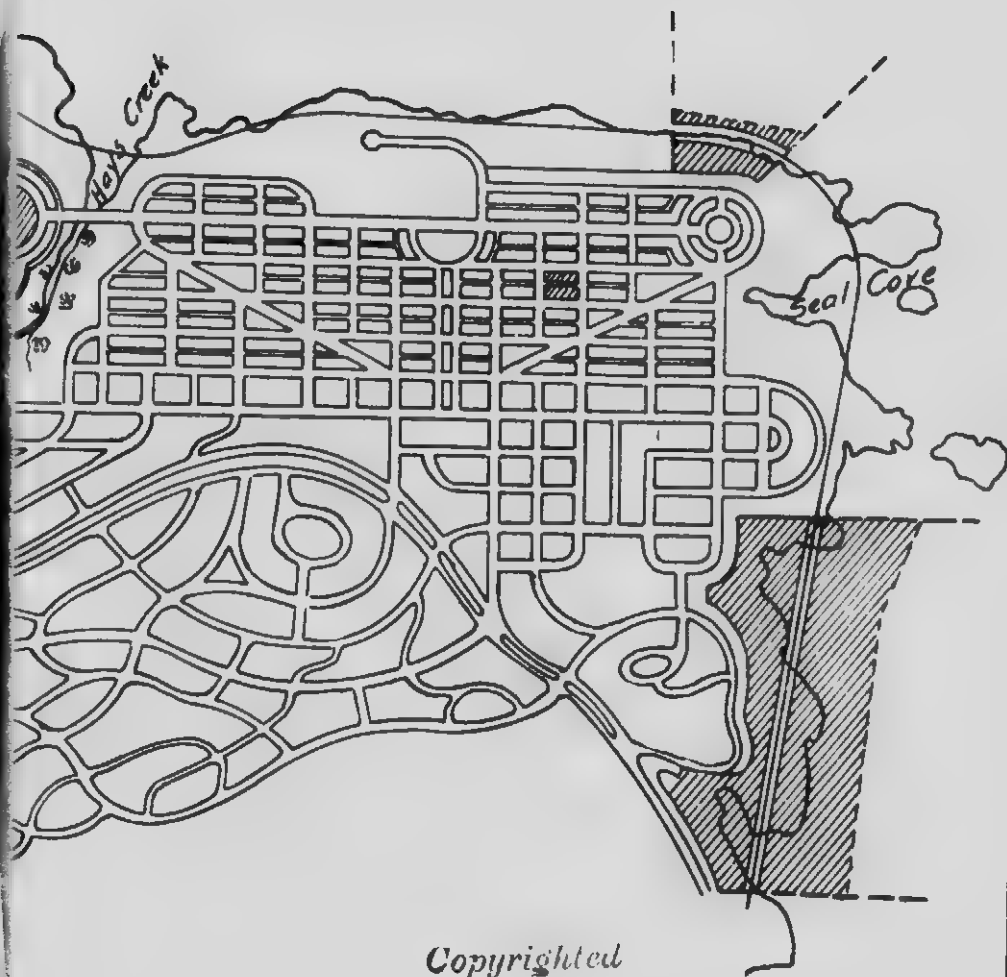
"Wealth is of no value, either to the owner or community, unless it is employed. Action is the first principle of progress—inaction is but another name for decay."

"Knowledge is power—its possession the golden key to the temple of success.

"Harvest time will not come unless seed time has gone before, and fortunes cannot be gathered from dollars unsown in the field of opportunity."

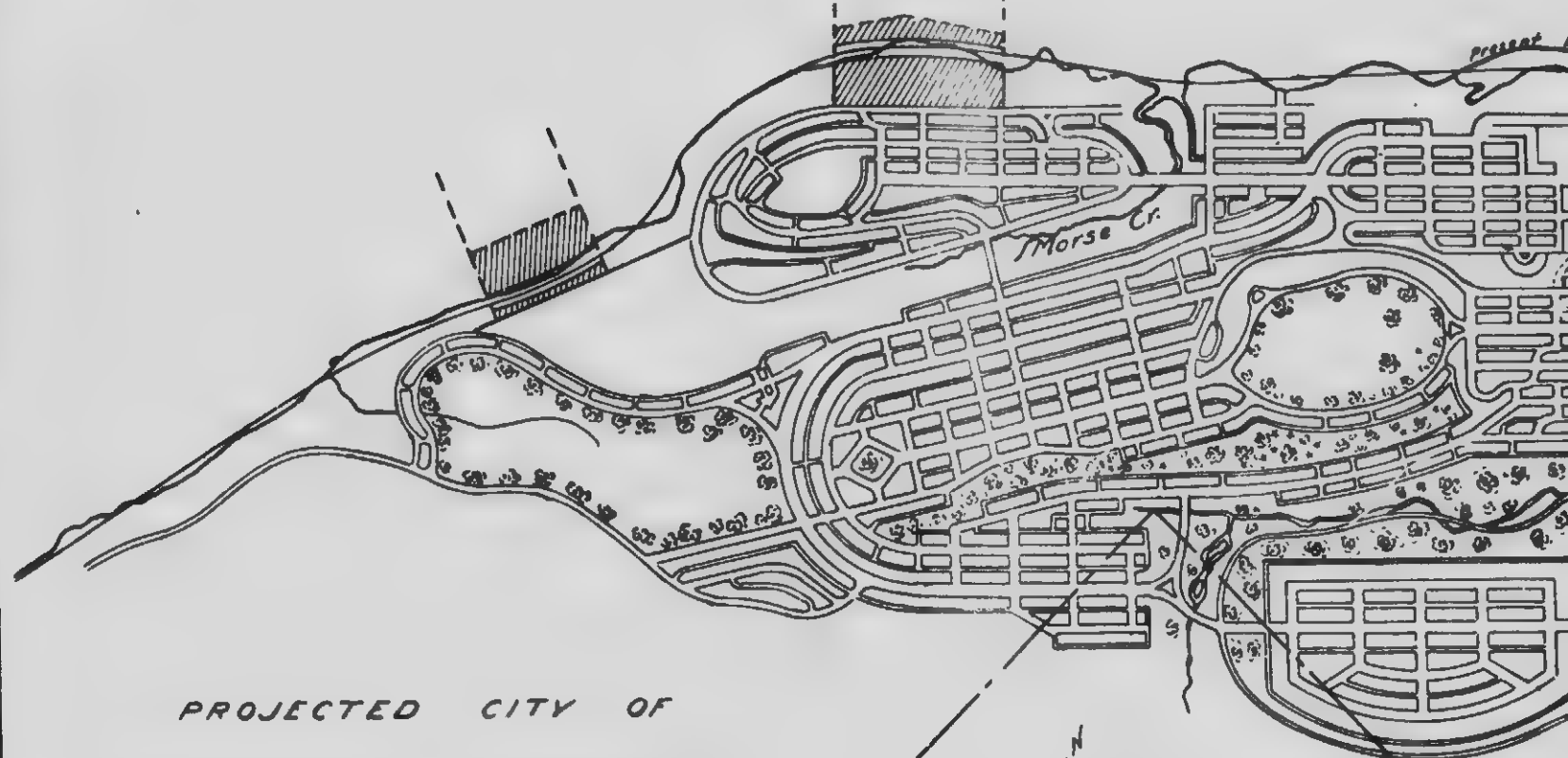


R B O R



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P R I N C E R U P



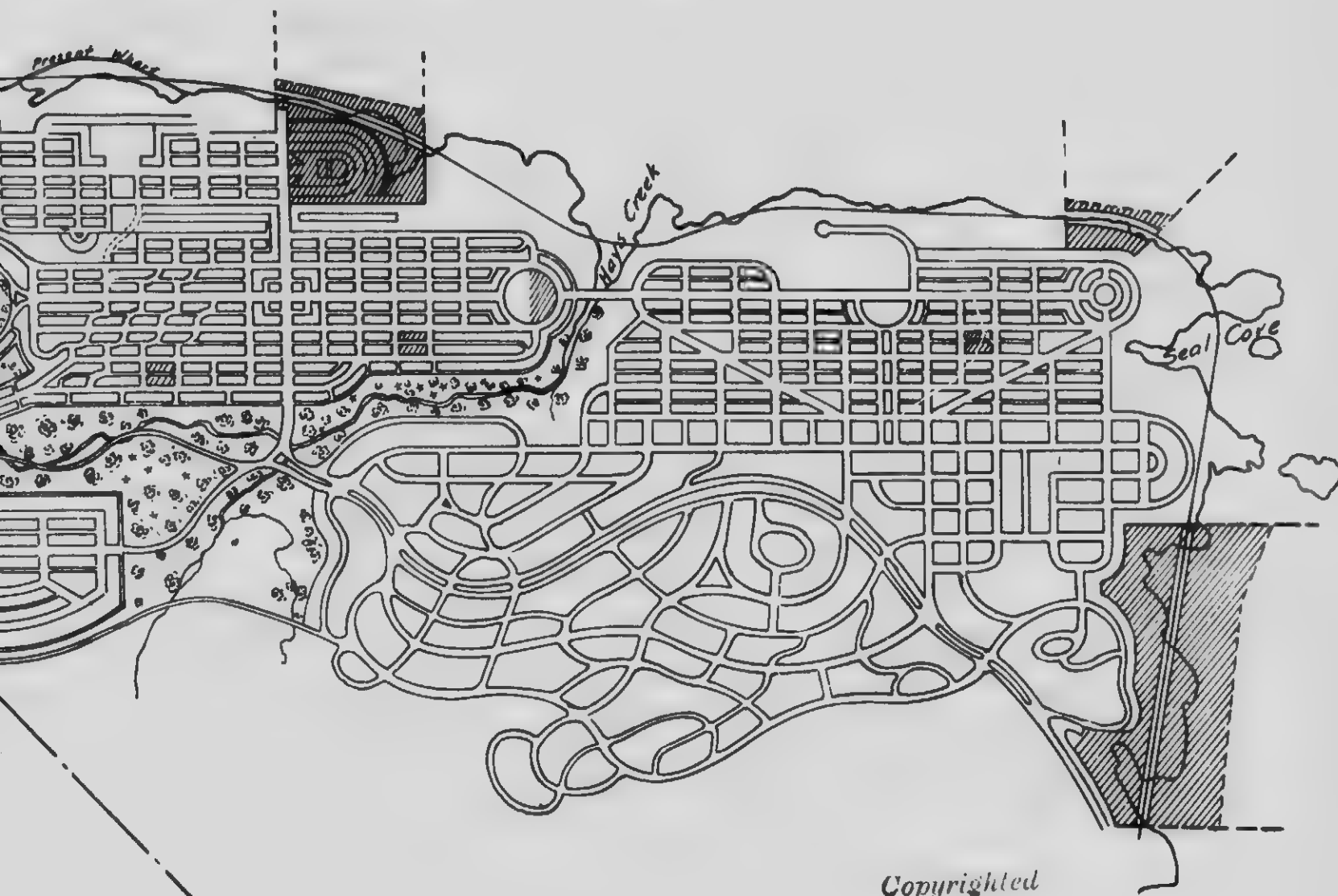
PROJECTED CITY OF
PRINCE RUPERT

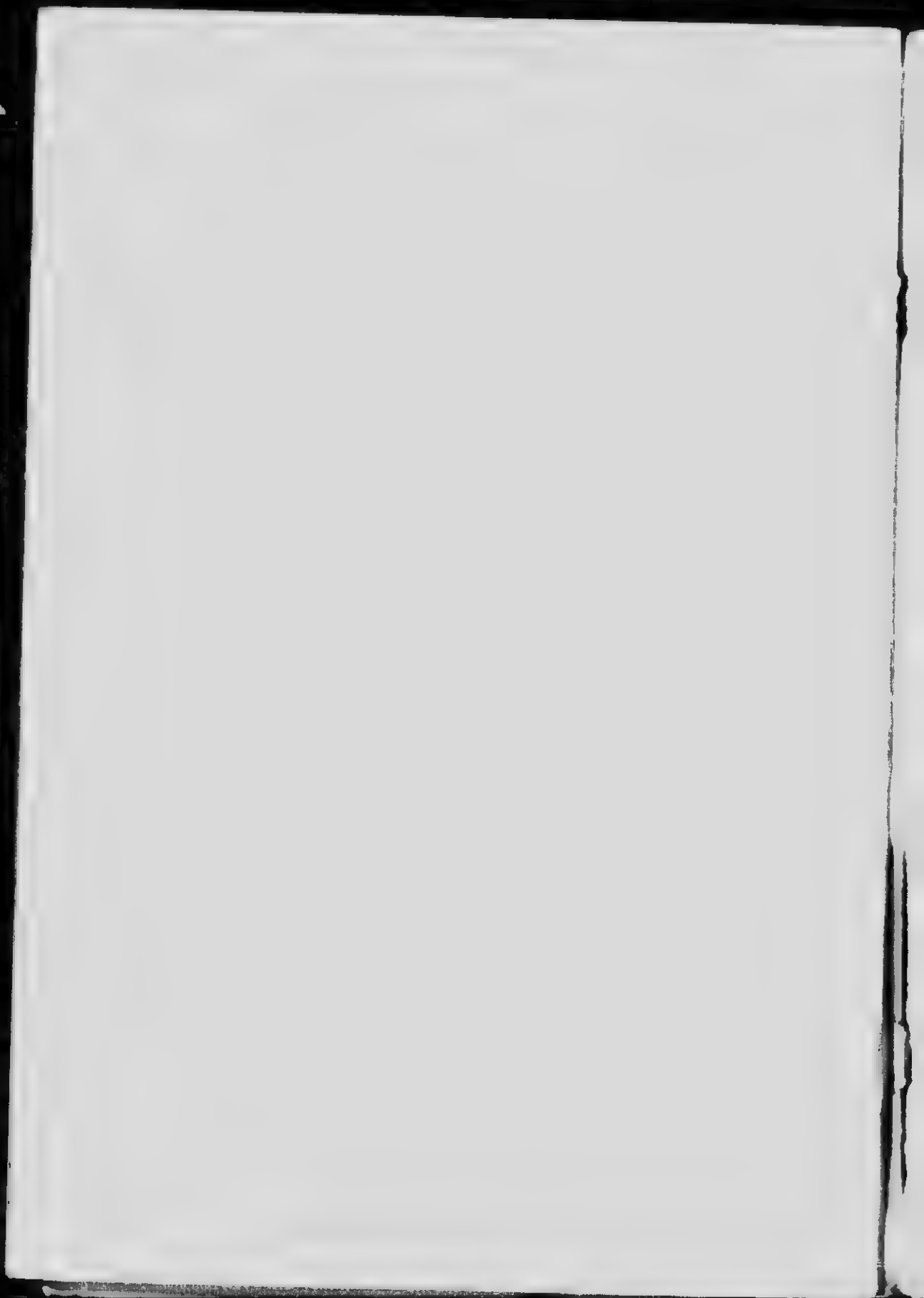
Scale of feet
0 1000 2000

Note Waterfront lots belonging
to the B.C. Government are shaded.

Government
Reserve

U P E R T H A R B O R



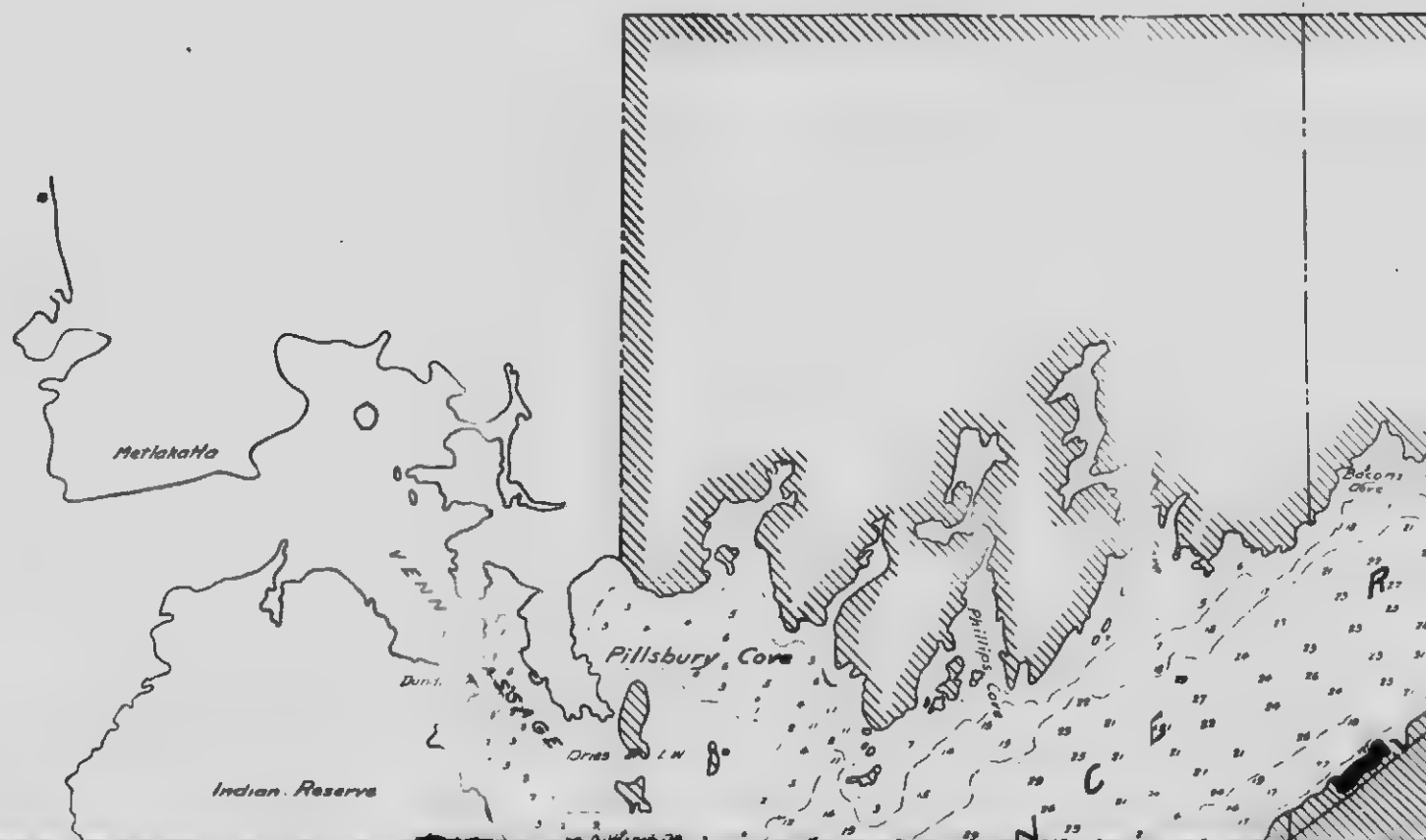


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INDIAN

RESERVE



GOVERNMENT

RESERVE

Summit
Mt. Morse
Elev. 3030

H A R B O R

Mt. Schreiber

Lake Shawanaga
Prince Rupert Water Supply

BEING SUBDIVIDED
AND LOTS

A E S E A V E

E R R M E N T



Notes

Land owned by the BC Government and the Grand Trunk Pacific.

The Government sections of water front are shown in solid black.

Hydrography is from the Dominion Hydrographic Survey. The depths are expressed in fathoms, and refer to the plane of extreme low water.

ACRES NOW BEING SUB-
DIVIDED INTO STREETS AND LOTS

7
1
0
0
7

KAIEN ISLAND

GOVERNMENT
RESERVE

LAKE
MORSE

MORSE

LAKE
MAINWRIGHT

Zanardi Rapids

PORPOISE
HARBOR

WATSON IS.

RIDLEY
ISLAND

LIGHTED
BEACON

LELU
ISLAND

Skeena River

PRINCE RUPERT

**THE
TOWNSITE, HARBOUR and VICINITY**

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SEPTEMBER 1908

Scale of feet

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& WELSH
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